

STATE OF CALIFORNIA  
 Capital Outlay Budget Change Proposal (COBCP) - Cover Sheet  
 DF-151 (REV 07/18)

Fiscal Year 2019-20	Business Unit 3790	Department Department of Parks and Recreation	Priority No. D-04
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Budget Request Name 3790-026-COBCP-2019-GB	Capital Outlay Program ID <b>2860</b>	Capital Outlay Project ID (7 digits. For new projects leave blank) <b>0003196</b>
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Project Title <b>R.H. Meyer Memorial SB: El Matador Parking Lot Grading and Expansion</b>	Project Status and Type Status: <input type="checkbox"/> New <input checked="" type="checkbox"/> Continuing Type: <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor
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Project Category (Select one)

CRI (Critical Infrastructure)
  WSD (Workload Space Deficiencies)
  ECP (Enrollment Caseload Population)
  SM (Seismic)
  FLS (Fire Life Safety)
  FM (Facility Modernization)
  PAR (Public Access Recreation)
  RC (Resource Conservation)

Total Request (in thousands) <b>\$181</b>	Phase(s) to be Funded W	Estimated Total Project Cost (in thousands) \$3,592
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Budget Request Summary

The California Department of Parks and Recreation (Parks) requests \$181,000 Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection (Proposition 40) bond funds for the working drawings phase of the R.H. Meyer Memorial State Beach (SB): El Matador Parking Lot Grading and Expansion project in Los Angeles County.

This continuing project includes increasing available parking to help reduce pedestrian and vehicle accidents, installing permanent vault toilets, repairing the beach trail, and reducing beach trail erosion through parking lot grading and the use of more durable yet permeable surfaces.

Requires Legislation <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Code Section(s) to be Added/Amended/Repealed	CCCI <b>6598</b>
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Requires Provisional Language <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Budget Package Status <input type="checkbox"/> Needed <input checked="" type="checkbox"/> Not Needed <input type="checkbox"/> Existing
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Impact on Support Budget

One-Time Costs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Future Costs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Future Savings <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Revenue <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

If proposal affects another department, does other department concur with proposal?  Yes  No  
 Attach comments of affected department, signed and dated by the department director or designee.

Prepared By	Date	Reviewed By	Date
Department Director	Date	Agency Secretary	Date

**Department of Finance Use Only**

Principal Program Budget Analyst <b>Original Signed By Andrea Scharffer</b>	Date submitted to the Legislature <b>JAN 10 2019</b>
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**A. COBCP Abstract:**

R.H. Meyer Memorial SB: El Matador Parking Lot Expansion - \$181,000 for working drawings. The project includes increasing available parking, installing permanent vault toilets, repairing the beach trail, and reducing beach trail erosion through parking lot grading and the use of more durable, but still permeable surfaces. Total project costs are estimated at \$3,592,000, including preliminary plans (\$320,000), working drawings (\$181,000), and construction (\$3,091,000). The construction amount includes \$2,437,000 for the construction contract, \$171,000 for contingency, \$172,000 for architectural and engineering services, \$220,000 for agency retained items, and \$91,000 for other project costs. The current project schedule estimates preliminary plans began in July 2018 and will be completed in March 2020. The working drawings are estimated to begin in March 2020 and be approved in September 2021. Construction is scheduled to begin in December 2021 and will be completed in February 2023.

**B. Purpose of the Project:**

R.H. Meyer Memorial SB is located approximately 10 miles northwest of Malibu and three miles southeast of Leo Carrillo Campground on the Pacific Coast Highway (PCH) 1 in Los Angeles County. It is comprised of three cliff-foot strands known as "pocket beaches" of which El Matador, the site of this project, is one. With its long stretch of white sand, towering cliffs, and rock formations, visitors can enjoy the majestic vista along with day-use activities such as picnicking, fishing, ocean sports, and plentiful opportunities to observe marine wildlife.

Acquired in the 1980s, El Matador incorporates an asphalt paved entrance road that transitions into a gravel surfaced day-use parking lot, situated at the top of the cliff just off the PCH, and contains 40 spaces for visitor parking. However, as visitation has significantly increased, the parking lot is full by 10:00 a.m. on most days. As a result, visitors use both the east (inland) and west (coastal) sides of the four-lane PCH as overflow parking, which exposes them to fast-moving traffic as they exit and unload their vehicles, posing a public safety risk. This lot does not provide any permanent restroom facilities. Instead, chemical portable toilets are available for visitors and are not only unsightly, but have an increased potential for hazardous material spills due to the necessary weekly pump-outs.

In addition, there are two unimproved trails providing access to the Upper Bluff edge, with one of the trails also providing access to the beach below. However, due to flaws in the original design of the parking lot, storm water runoff is not appropriately or efficiently captured and conveyed to the down-coast discharge point. Over time, the subsequent erosion has progressed to the point where there is minimal safe walking surface and steep drop offs – both dangerous circumstances for park visitors. In order to keep the trail open, and thus access to the beach, the field district has attempted to fill in the entrenchments and provide better drainage; however, the parking lot remains a major contributor to continued erosion problems. This also points to further cause for concern for the quality of the park's natural environment. Storm water runoff not only generates erosion, but it also sweeps up pollutants on the ground such as oil, grease, metals, and coolants from vehicles and carries them into the surrounding landscape, including the bluff, beach and ocean waters.

The purpose of this project is enhance public safety by providing additional parking within the park and repair the beach access trail and reduce beach trail erosion by grading the parking lot and installing a more durable, but still permeable surface. In addition, the project will decrease maintenance time and costs by installing permanent vault toilets with increased holding capacities.

**Provisional Language:**

Provisional language is requested making these program funds available for encumbrance for two years, rather than one year, due to the following factors:

- This project is located in a place of natural resource sensitivity. This results in longer than average time requirements for design, permitting, environmental compliance and construction.

**C. Relationship to the Strategic Plan:**

The mission of Parks is to provide for the health, inspiration, and education of the people of California by helping to preserve the state's extraordinary biological diversity, protecting its most valued natural and cultural resources and creating opportunities for high-quality outdoor recreation.

This project furthers the California State Parks Strategic Action Plan 2013-14 of Park's mission by contributing to the following goals:

- Protect and preserve resources and facilities in the existing State Park System  
This project will provide improved public safety and infrastructure to enhance visitor experiences, while also ensuring adequate drainage for storm water runoff to reduce trail erosion and preserve the area's biological significance/resources.
- Maintain the cleanest park facilities and restrooms in the country  
This project will replace current chemical toilets with permanent vault toilets, which require less effort to maintain and provide a more pleasing aesthetic for visitors.
- Build the foundation for a sustainable future  
This project will balance public funding and revenue generation to meet present and future visitor needs by expanding the parking lot.

**D. Alternatives:**

The following alternative solutions were considered to address the identified deficiencies:

Alternative 1: Parking Lot Grading and Expansion with vault toilet installation and beach trail repairs (this project). This alternative will increase available parking, install permanent vault toilets, repair the beach trail, and reduce beach trail erosion through parking lot grading and the use of more durable, but still permeable surfaces.

Alternative 2: Parking Lot Grading and Expansion with conventional toilets and beach trail repairs. This alternative is identical to Alternative 1, except it includes installing conventional toilets instead of vault toilets. This alternative will require water, a septic tank, and a leach field. A leach field, however, would result in construction affecting a minimum of 500 square feet of sensitive coastal bluff scrub. The septic system would also require more maintenance time and cost than that of vault toilets.

Alternative 3: No Project. This alternative is less costly, but the parking lot will remain undersized, forcing the public to continue to park along the adjacent highway and creating dangerous situations for pedestrian-vehicle encounters. In addition, runoff from the parking lot will further erode the trail to the beach, and the park will continue to have the expense of frequently pumping the small sized chemical toilets to meet public need.

**E. Recommended Solution:**

1. Which alternative and why?

The recommended solution is Alternative 1: Parking Lot Grading and Expansion with vault toilet installation and beach trail repairs. This project will enhance public safety and increase revenue generation by providing additional parking within the park unit rather than visitors needing to park on the shoulder of the highway and cross four lanes of traffic on foot. This alternative will also repair the beach access trail and reduce beach trail erosion by grading the parking lot and installing a more durable, but still permeable surface. In addition, the project will decrease maintenance time and costs by installing permanent vault toilets with increased holding capacities. This alternative meets all of the project goals in the most cost effective manner, as well as meets the mission of Parks.

2. Detailed scope description.

This project includes expansion of available parking, installation of permanent vault toilets,

repair of the beach trail, and reduction of beach trail erosion through parking lot grading and the use of more permeable surfaces.

3. Basis for cost information.

Parks estimated public works contract costs based on the detailed project scope description, schematics and outline specifications. The estimate is based on RSMeans cost data. Costs are then adjusted for general conditions of the contract, the contractor's overhead, profit and bonds/insurance. The estimate is then adjusted to the midpoint of the anticipated construction period at a rate of 0.42 percent per month to adjust for the effects of inflation.

Agency retained costs are based on the staff effort and associated operating expense required to accomplish the identified tasks. Agency retained costs are calculated based on approved salary rates as of January 2018.

4. Factors/benefits for recommended solution other than the least expensive alternative.

The least expensive alternative would be to do no project. However, under this scenario visitor parking will continue to overflow onto the PCH, creating safety hazards when crossing the highway on foot to enter the park. This scenario also does not address the issues of storm water runoff and erosion.

Further, the "do nothing" alternative does not allow the department to meet its mission to preserve the state's extraordinary biological diversity and protect its most valued natural resources.

5. Complete description of impact on support budget.

**Anticipated Ongoing Costs:**

The additional ongoing workload resulting from this project will necessitate the following changes to the department's support budget:

Category	Annual Cost
<u>Staff</u>	
Permanent Staff	
Staff Services Analyst	500 hours
Lifeguard I (P/I)	600 hours
Seasonal Staff	
Lifeguard I	600 hours
Senior Maintenance Aide	600 hours
Park Aide	600 hours
Staff Benefits	
<i>Staff Total</i>	\$47,974
<u>Operating Expense</u>	
Housekeeping	\$7,000
Refuse (Sewage Pumping)	\$17,280
Water Utilities	\$10,000
<i>Total OE Cost</i>	\$34,280
<b>Total Annual Cost</b>	<b>\$82,254</b>

Justification: Staff will be required to provide maintenance and housekeeping services to the new vault toilets and provide lifeguard services.

The operating costs shown above are normal in nature. These costs will be necessary to maintain and operate the new facilities. However, savings obtained from not utilizing a pumping service for chemical toilets and revenue generated from the additional parking created by this project will offset these costs.

**Anticipated Revenue Generation:**

The park currently generates approximately \$240,000 revenue from day-use fees. It is

anticipated that revenues may be twice the current amount (\$480,000). This change is based on the assumption that this project will approximately double the number of parking spaces at the park, resulting in a proportional increase in revenues.

6. Identify and explain any project risks.

This project may also result in the following secondary effects:

- Reduced congestion along the PCH as fewer visitors use it for de facto overflow parking.
- Improved public safety due to fewer pedestrians crossing the PCH to enter the park.
- Enhanced compliance under the Park's storm water management permit.

7. List requested interdepartmental coordination and/or special project approval.

Due to the project's location within the coastal zone, coordination and permit approval from the California Coastal Commission will be required. This will necessarily include the preparation of mitigation plans to address potential impacts to sensitive coastal bluff scrub. Additionally, Assembly Bill No. 52 and the California Environmental Quality Act, requires the Department to consult with local Native American tribes regarding this project.

8. Attendance History

Recent annual attendance is as follows:

Year	Day-Use	Camping	Total
2012/13	311,298	0	311,298
2013/14	357,238	0	357,238
2014/15	408,672	0	408,672
2015/16	463,553	0	463,553
2016/17	545,129	0	545,129

9. Environmental Indicators

Chapter 664, Statutes of 2003 expresses legislative intent that departments within the Resources Agency use environmental indicators, where applicable, in the development of budget proposals. The Environmental Protection Agency and the Resources Agency have jointly developed an initial set of Environmental Protection Indicators for California. This project could result in improvements in the following indicators:

No environmental indicators identified.

**F. Consistency with Government Code Section 65041.1:**

1. Does the recommended solution (project) promote infill development by rehabilitating existing infrastructure and how?  
 Yes. This project will rehabilitate existing infrastructure within the park through parking lot grading and the use of more durable yet permeable surfaces.
2. Does the project improve the protection of environmental and agricultural resources by protecting and preserving the state's most valuable natural resources?  
 Yes. This project will reduce storm water runoff and erosion, helping preserve the bluff, beach trail and the off-shore area's sensitive biological significance/resources.
3. Does the project encourage efficient development patterns by ensuring that infrastructure associated with development, other than infill, support efficient use of land and is appropriately planned for growth?

Yes. This project installs new permanent vault toilets and repairs the beach trail to accommodate increasing visitation levels at the park.

**G. Attachments:**

1. Fiscal Impact Worksheet



## CAPITAL OUTLAY BUDGET CHANGE PROPOSAL (COBCP)

Continuing

## FISCAL IMPACT WORKSHEET (FIW)

Department Title: Department of Parks and Recreation

Project ID: 0003196

Budget Request (BR) Name: 3790-026-COBCP-2019-GB

Project Category: Other Critical Infrastructure

Identify all items which fit into the categories listed below. Attach a detailed list if funding is included in this request. Provide descriptions and summary estimates for items for which you plan to request funding in the future. When possible, identify funding needs by fiscal year (BY+1 through BY+4).

PROJECT RELATED COSTS	COST	TOTAL
<b>AGENCY RETAINED:</b>		
Cultural Resources (Preliminary Plans: 30; Working Drawings: 4; Construction: 42)	76	
Environmental Review (Preliminary Plans: 38; Working Drawings: 3; Construction: 0)	41	
Monitoring (Preliminary Plans: 5; Working Drawings: 0; Construction: 144)	149	
Natural Resources (Preliminary Plans: 28; Working Drawings: 45; Construction: 34)	107	
Real Property Services (Preliminary Plans)	10	
TOTAL AGENCY RETAINED		383
<b>GROUP 2 EQUIPMENT</b>		
TOTAL GROUP 2 EQUIPMENT		0
<b>IMPACT ON SUPPORT BUDGET</b>		
<b>ANNUAL ONGOING FUTURE COSTS</b>		
Personnel Services	48	
Housekeeping	7	
Refuse (sewage pumping)	17	
Water Utilities	10	
TOTAL ANNUAL FUTURE COSTS		82
<b>ANNUAL ONGOING FUTURE SAVINGS</b>		
TOTAL ANNUAL FUTURE SAVINGS		0
<b>ANNUAL ONGOING FUTURE REVENUE</b>		
Fees	480	
TOTAL ANNUAL FUTURE REVENUE		480

**Project Specific Proposals:** For new projects provide proposed Scope language. For continuing projects provide the latest approved Scope language. Enter Scope language below.

**Conceptual Proposals:** Provide a brief discussion of proposal defining assumptions supporting the level of funding proposed by fiscal year in relation to outstanding need identified for that fiscal year. (Also include scope descriptions for BY+1 through BY+4 below).

This project includes expansion of available parking, installation of permanent vault toilets, repair of the beach trail, and reduction of beach trail erosion through parking lot grading and the use of more permeable surfaces.